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Important to Owners of Steamers Coaling at North American Ports.
And to Consumers of Coal generally.

THE SYDNEY AND LOUISBURG

Coal & Railway Company, Limited,

Supply from their extensive Coal Mines in Cape Breton Island, Nova Scotia.

STEAM COAL.	BUNKER COAL.
GAS COAL	DOMESTIC COAL.

Shipments are made at either Sydney or Louisburg, both in Cape Breton Island.

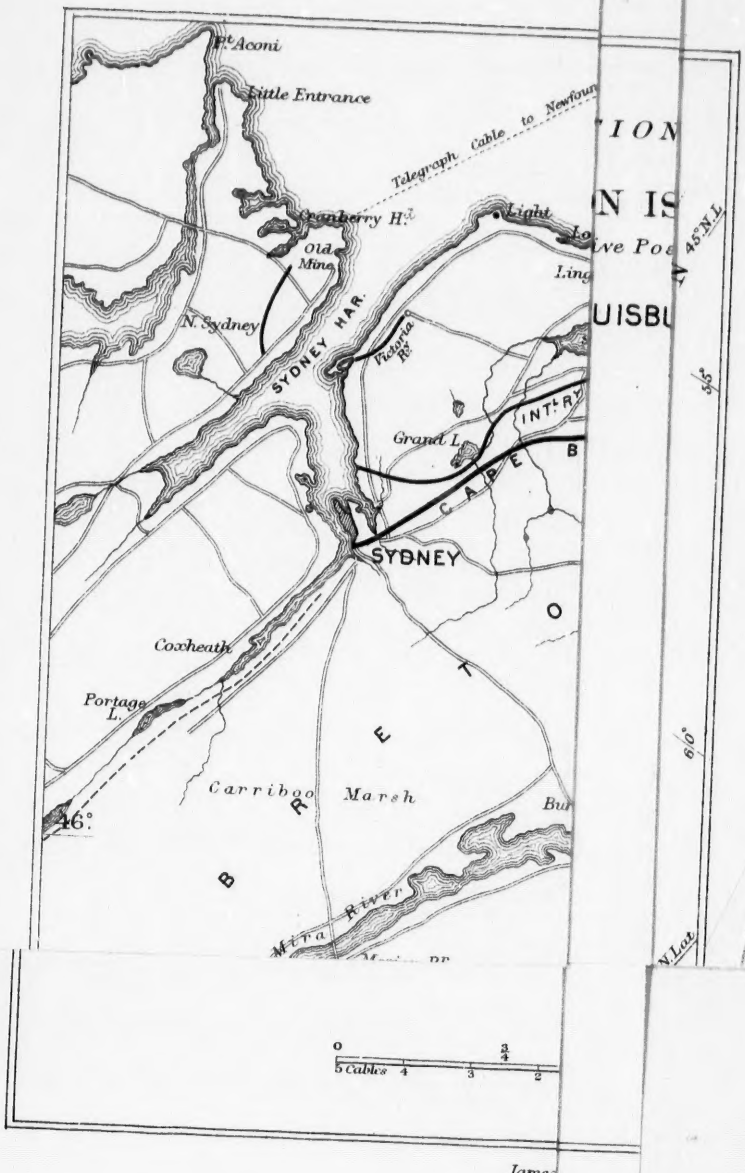
SYDNEY HARBOUR.
Shipping Pier in 25 feet water.

LOUISBURG HARBOUR.
Shipping Pier in 28 feet water,

Patent Tip Shoots at both Piers capable of delivering One Thousand Tons of Coal per day.

Extra facilities at both Ports for despatch of Steamers calling in for Bunker Coal.

Louisburg harbour is open and free from ice all the year round.


Pt.e Aconi
Little Entrance
Telegraph Cable to Newfoun
Cranberry H.d
Light
Old Mine
N. Sydney
SYDNEY HAR.
Victoria Rd.
Grand L.
INT.R RY
C A P E B
SYDNEY
Coxheath
Portage L.
Carriboo Marsh
46°
B R E T O
Mira River
0
3/4
5 Cables 4 3 2
James
45° N.L.
5/6°
6/0°
N.Lat

Important to Owners of Steamers Coaling at North American Ports.

THE SYDNEY & LOUISBURG COAL & RAILWAY COMPANY, LIMITED.

DIRECTORS.

G. W. MEDLEY, Esq., *Chairman.*

JACOMB HOOD, Esq. | CHARLES SCHIFF, Esq.

AUGUSTUS MONGREDIEN, Esq. | E. M. UNDERDOWN, Esq.

SECRETARY.

J. C. BOWLBY, Esq.

LONDON OFFICES.

43, LOTHBURY, E.C.

Agent and Superintendent of the Mines and Railways in Nova Scotia.

D. J. KENNELLY, Esq., Sydney and Louisburg, Cape Breton Island, Nova Scotia.

Cable Address, "KENNELLY, Louisburg."

THE COMPANY are the proprietors of extensive Coal Mines in the Island of Cape Breton, Nova Scotia, which include, among others, the celebrated Reserve and Emery Seams, well-known as producing Steam Coal of the highest class. They are also proprietors of the two lines of Railway which connect the Collieries with two excellent shipping ports, viz.—one of 10 miles to Sydney, and the other of 20 miles to Louisburg, both in the Island of Cape Breton, Nova Scotia.

Facilities for Shipping Coal.

At both these ports the Company possess, in connection with their Railways, commodious and spacious shipping piers, by means of which the coaling of vessels is performed with the utmost possible despatch and safety. The pier which

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A SECTION
of
CAPE BRETON ISLA
shewing the Relative Positio
of
SYDNEY & LOUISBURG

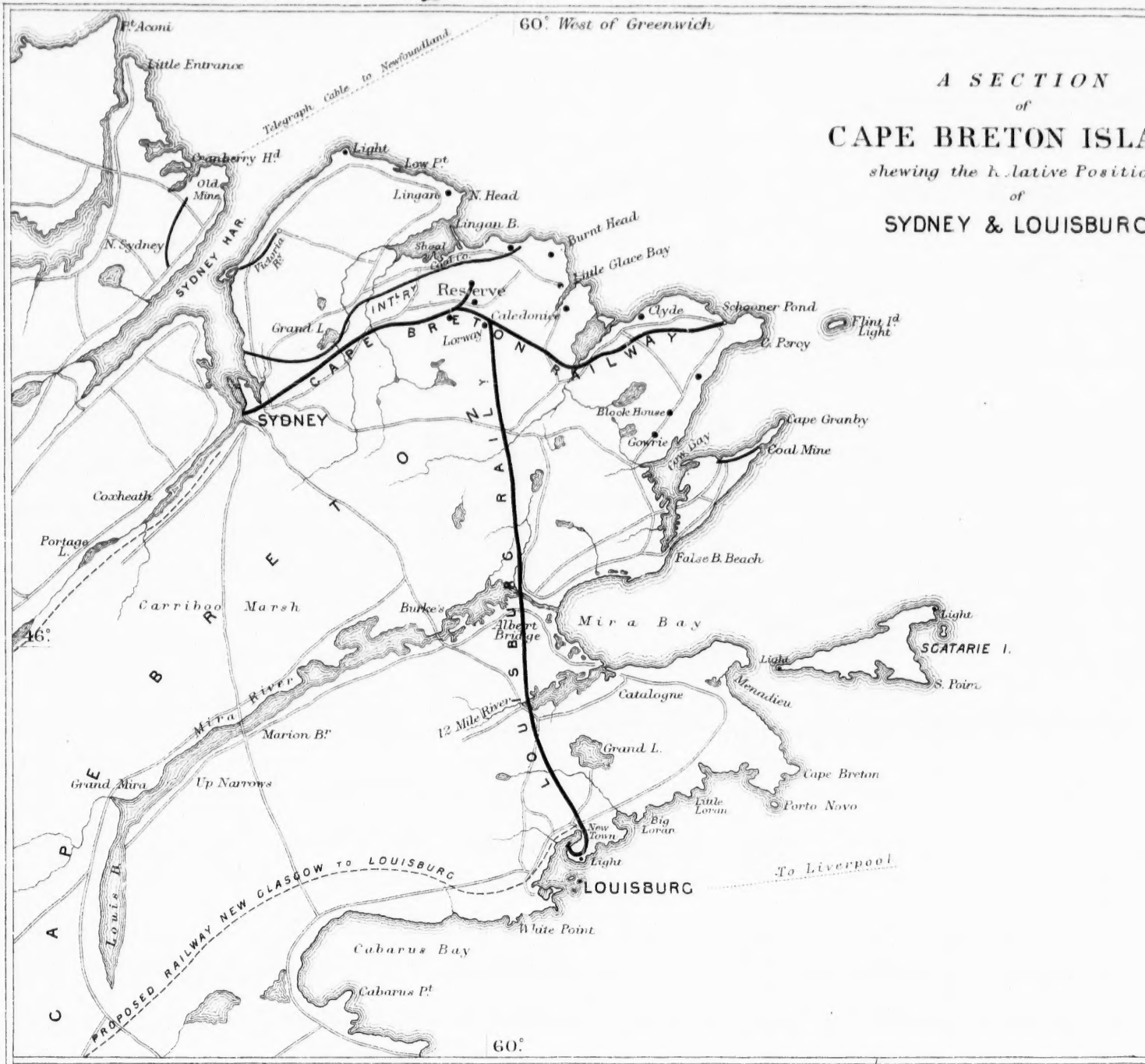
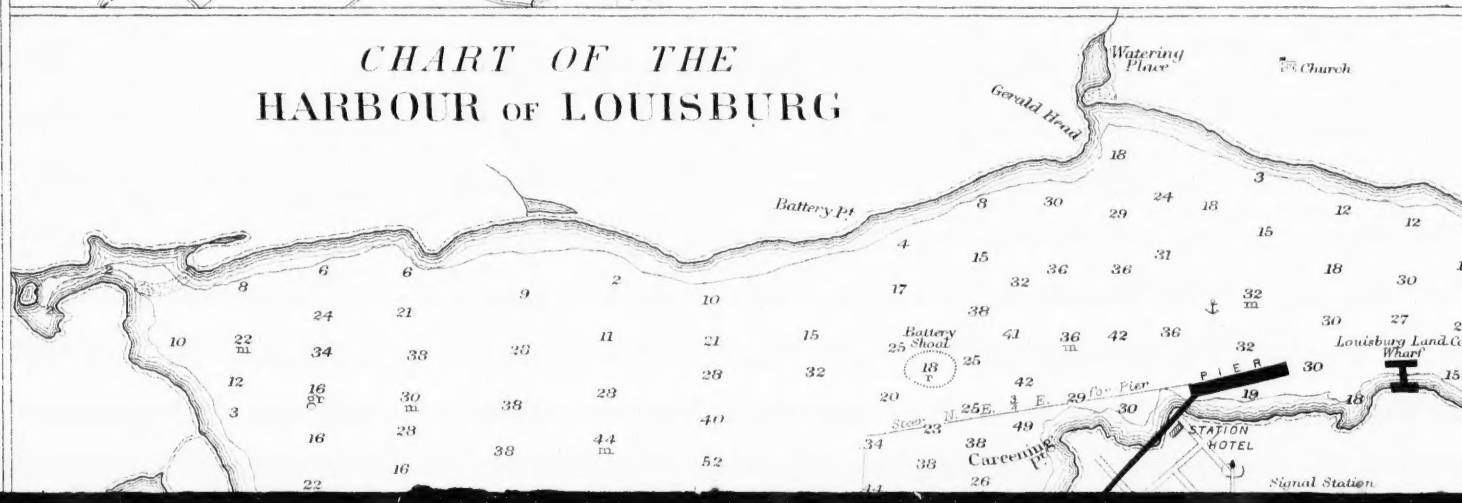


CHART OF THE HARBOUR OF LOUISBURG



A SECTION
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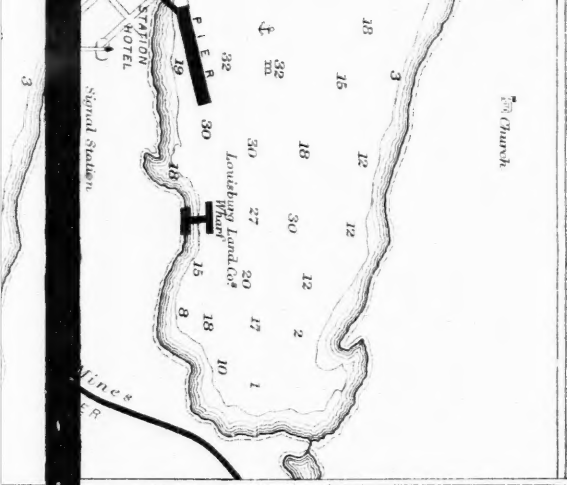
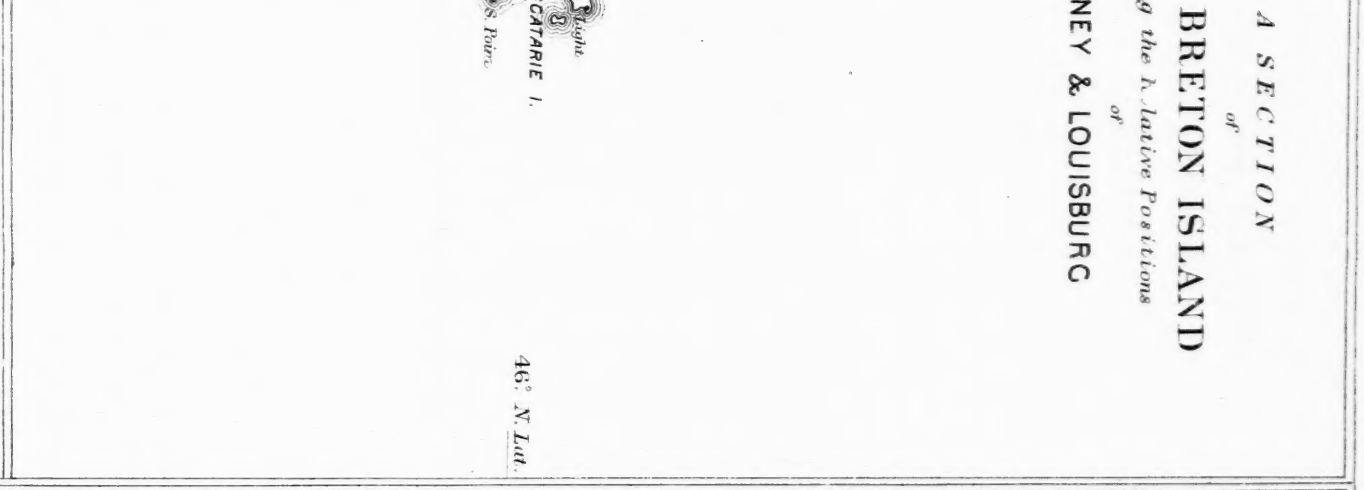
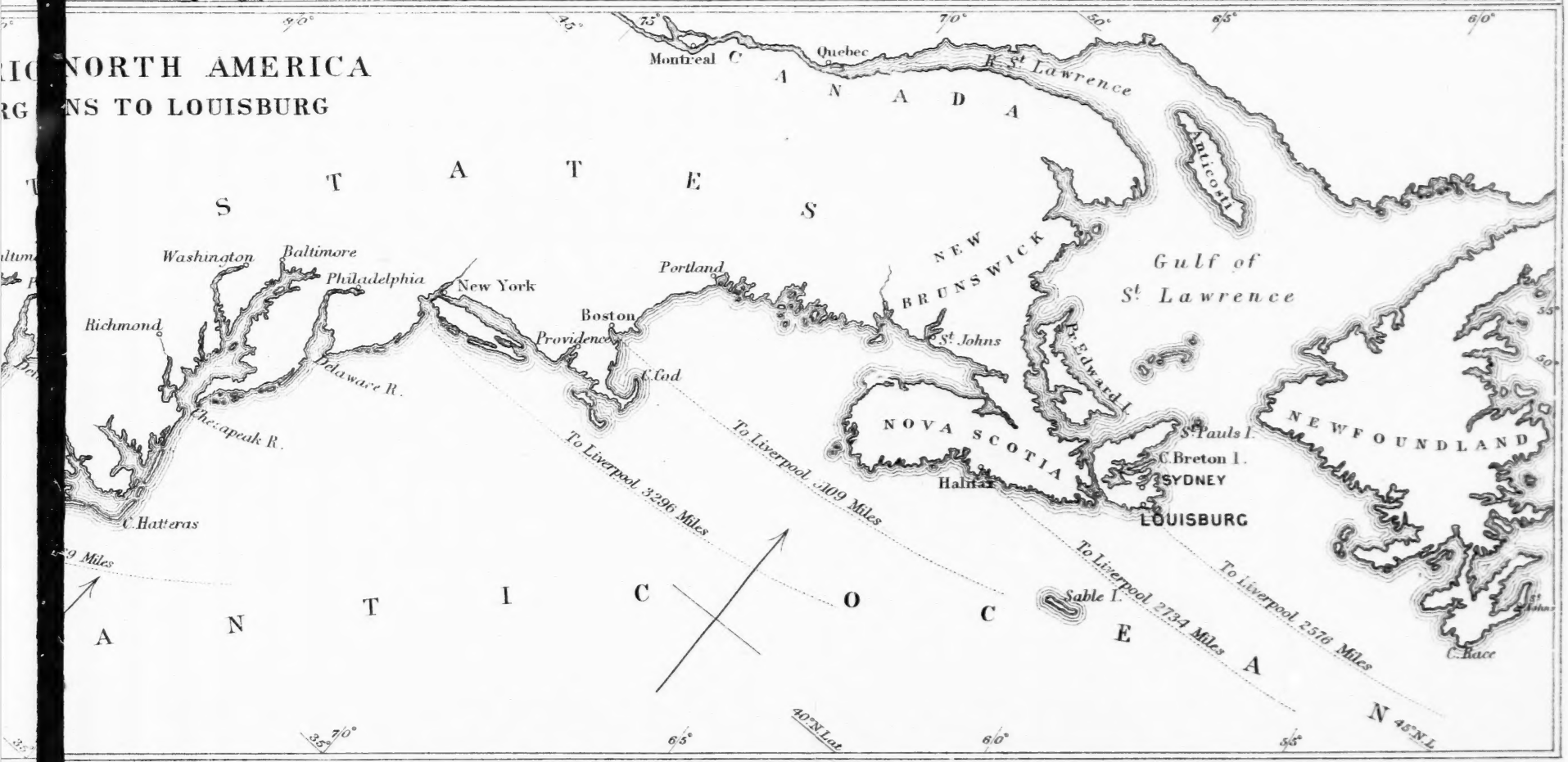
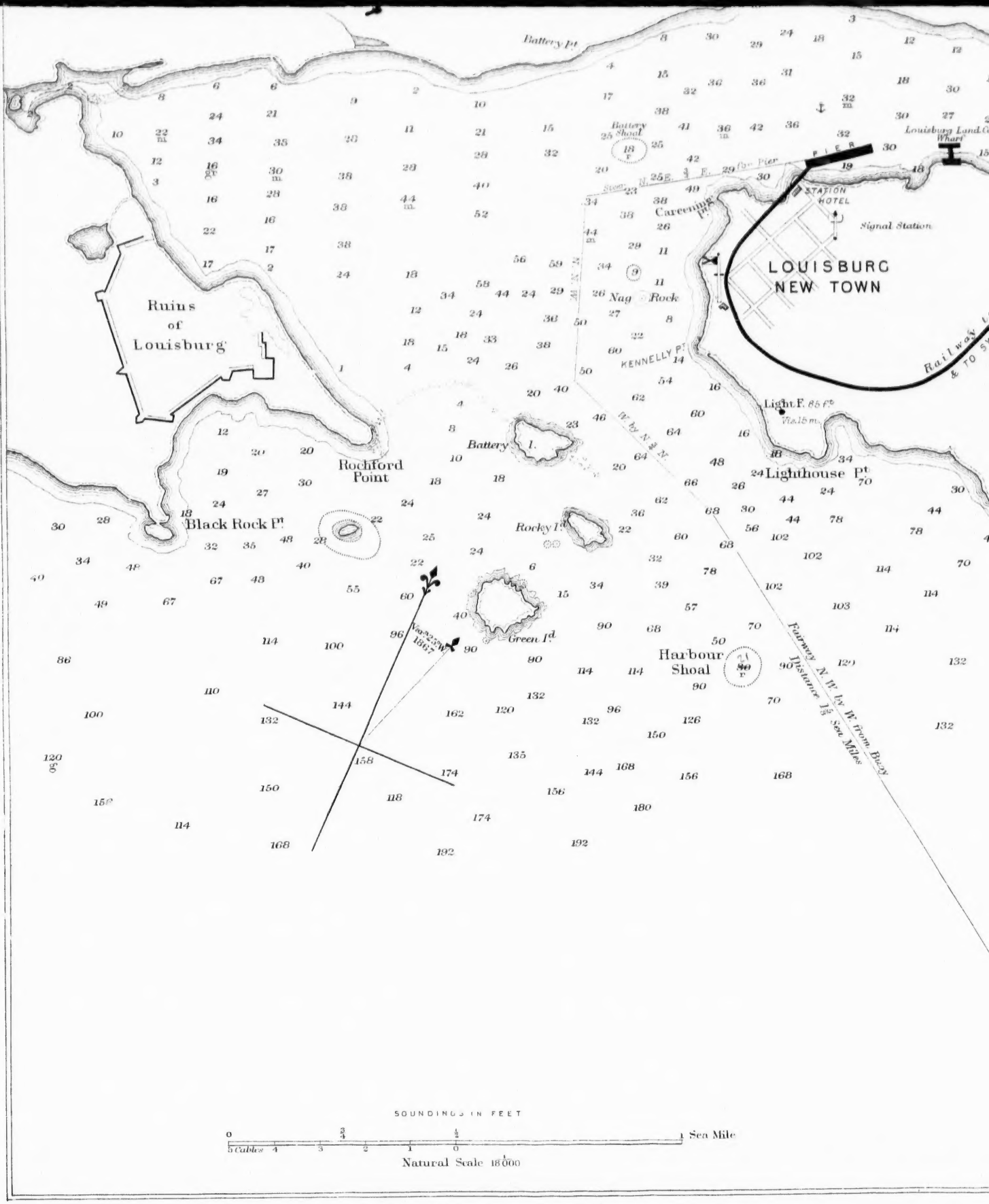




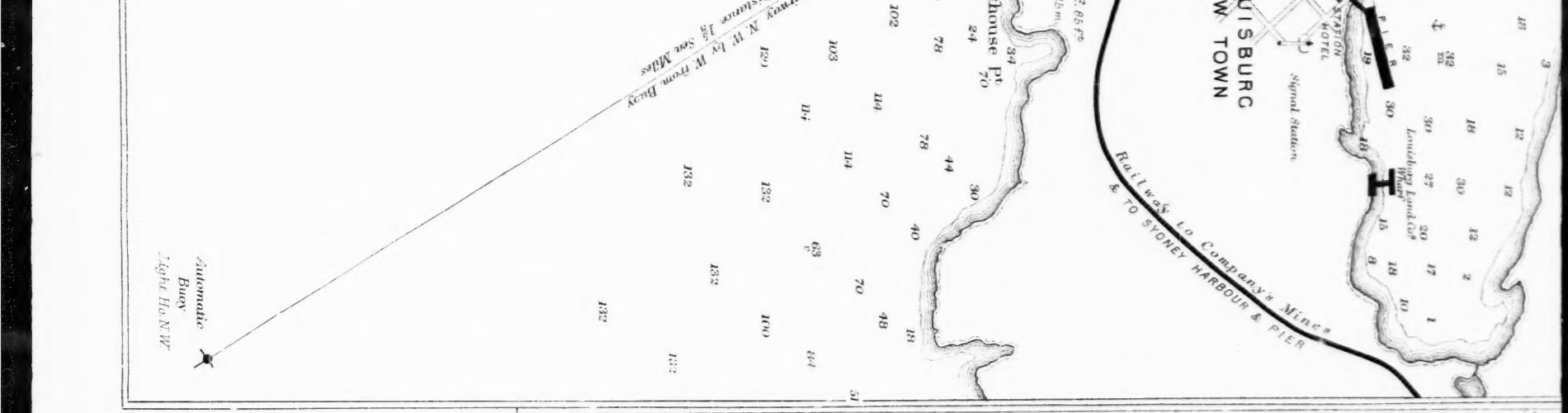
NORTH AMERICA
NS TO LOUISBURG

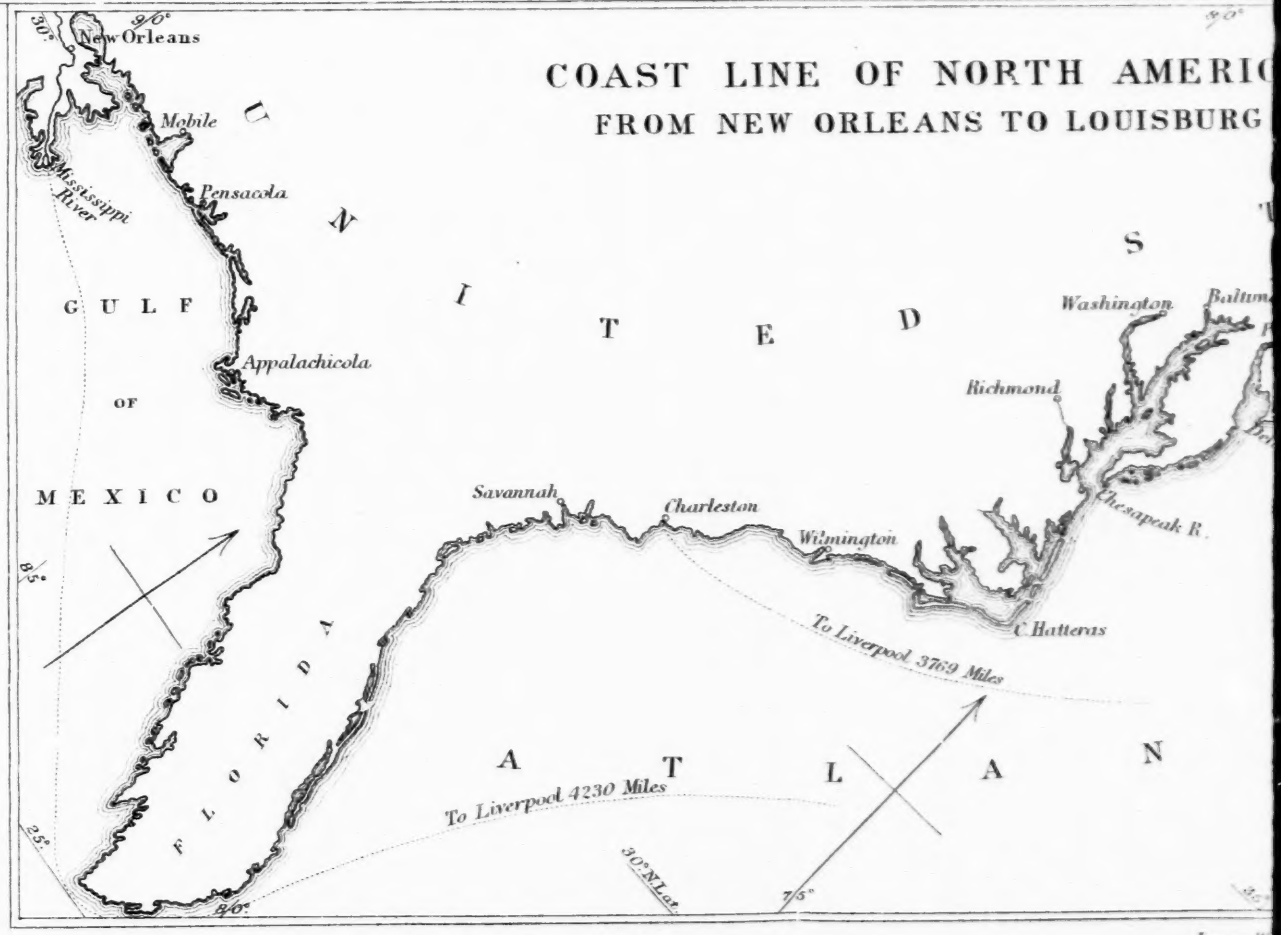


James Wyld. 11&12 Charing Cross London



James Wyld 11&12 Charing Cross London S.W.


Automatic Buoy Light H.N.W.
Railway Co.'s Mines
& TO SYDNEY HARBOUR & PIER
Signal Station
Louisburg Land Co.'s Wharf
STATION HOTEL
TOWN


COAST LINE OF NORTH AMERIC
FROM NEW ORLEANS TO LOUISBURG
New Orleans
Mobile
Mississippi River
Pensacola
Appalachicola
GULF
or
MEXICO
FLORIDA
UNITED
STATES
Savannah
Charleston
Wilmington
Washington
Richmond
Chesapeak R.
C. Hatteras
To Liverpool 3769 Miles
To Liverpool 4230 Miles
ATLANTIC
30°N Lat
90°
85°
80°
75°
30°
25°

projects into Sydney Harbour is about 600 feet in length, with four Railway tracks, affording facilities for loading three vessels at once, and with a depth of water of 28 feet at the end of the pier, and from 20 to 22 feet along each side.

The Railway at Louisburg also terminates in a similar pier, projecting into Louisburg Harbour, which is equally well constructed, and furnishes still greater accommodation for shipping. Its length is 640 feet, and the depth of water round it ranges from 28 to 34 feet.

Quality.

The quality of the Steam Coal supplied by the Company has long been recognized as very superior, and it is highly esteemed by all who have tried it. For the last eight years the French Navy have used that in preference to any other Nova Scotia coal. It is considered 5 per cent. better than the best Newcastle steam coal.

Despatch.

The ample accommodation for loading three ships at once at the Company's piers, and the abundance of the coal, which is run from the pit's mouth to the pier on the Company's own railways, afford the means of coaling vessels with exceptional despatch. The endeavour is to enable vessels which come in to the Company's pier in the morning, to proceed (after coaling) with their voyage in the afternoon. The tip-shoots used by the Company are found to be very successful in delivering the coals into vessels with the least possible breakage.

Prices.

The proximity of the collieries to the shipping ports, as well as the great facilities afforded by the Railways for the conveyance of the coal direct from the mines into the coaling vessels, enable the Company to supply their coal at a very cheap rate, and low prices form not the least of the various advantages secured by resorting to their shipping ports.

The present prices * are—

At Sydney—	Cargo Coal $ Per Ton, free on board.	Less 10 cents per Ton commission.
"	Best Bunker Coal Per Ton, trimmed into bunkers.	
At Louisburg—	Cargo Coal $ Per Ton, free on board.	
"	Best Bunker Coal Per Ton, trimmed into bunkers.	

Option of Shipping Ports.

By the accompanying sketch-map, it will be seen, from the relative geographical position of the Company's two shipping ports, that for vessels trading between Europe and the Gulf and River St. Lawrence, Sydney is the most convenient port for coaling. It is more within their track; and, except its closure by ice during the winter months, there are no drawbacks from its merits as a loading and coaling port.

But for vessels engaged in the immense traffic between Europe and the United States of America, Louisburg is by far the most important intermediate station of any. It presents the following advantages:—

1.—Its harbour is open and free from ice all the year round. Sydney is closed from December to May. Even Boston and Halifax, though several degrees more Southerly, are not free from occasional inconvenience in severe winters caused by floating ice. Louisburg with rare and brief exceptions, is kept open during the winter by the unceasing restlessness of the Atlantic waters which feed its harbour, while the St. Lawrence and other floating ice is deflected by its impact with Scatari Island, which impels the ice in a Southerly direction.

2.—It is the nearest open port on the American Continent to England and Europe. Its distance from

* All information as to changes in prices may be obtained on application to the Company.

the nearest English port, Milford Haven, is 2055 miles. It is nearer to Europe than Halifax, on the line of a great circle, by 196 miles, and than New York by 780 miles.

3.—It offers to coaling vessels the best steam coal, at the cheapest price, and with the quickest possible despatch.

4.—It is about half way between Europe and the shipping ports of the Southern States. Therefore a steamer with a cargo of cotton, &c., from New Orleans, or other Southern port, can carry a much larger cargo by taking half the necessary coal at port of departure, and replacing it by the other half obtained at Louisburg.

5.—This economical process of replenishing with coal half way, is now partially carried on by refilling the bunkers at Halifax; but as the cost of coal at Halifax is very much higher than it is at Louisburg, while the despatch is not so great, the superiority of Louisburg as a coaling station is manifest.

6.—Louisburg is situated in lat. 45° 54′, and long. 59° 57′. Its harbour will be found to be safe, capacious, easy of access, and capable of accommodating the largest class of vessels afloat. The soundings show a depth of water varying from 24 to 60 feet, with good anchorage. A carefully compiled Chart of Louisburg Harbour is prefixed to these pages.

7.—From its position as the most easterly port of the North American Continent, it is well fitted to become the recipient and warehousing depot of American and Canadian grain and other produce ulteriorly intended for European markets. For,

as its communications seaward are open all the year round, the shipments might be effected thence at any period, and to any point, as markets might offer inducements.

8.—A Railroad is in contemplation that will connect Louisburg with the vast arterial system of railroad communication that traverses the continent of North America, and will make it the Eastern Terminus of the great Intercolonial Railroad of Canada. The missing link (less than 90 miles) once supplied, a passenger from Europe landing at Louisburg might step from the Atlantic steamer into a railway carriage which would convey him to any place in North America. This will be accomplished before long, and then Louisburg will form an important point of contact between the new and the old world.

Information for Captains.

Louisburg Harbour is situate on the S.E. side of Cape Breton Island, to the Westward of Scatari Island, and is very easy of ingress and egress. Be careful to avoid the Nag's Head, a sunken rock on the starboard hand going in, having only three feet on it at low water. There is a buoy placed outside of this rock ; and, standing on the Point immediately inside of it, is a high flag staff lately erected and visible from a long distance at sea. The East part of the harbour is the safest. Water is plentiful here, but wood is scarce. The entrance to the harbour is half a mile wide. The port side going in is the boldest.

Louisburg light stands on the north side of the entrance to the harbour, 60 fathoms in shore on Lighthouse Point. It shows a first class catoptric fixed light, elevated 85 feet, visible 18 miles, and in order to distinguish it from the other lighthouses, and to render it conspicuous when the

back land is covered with snow, it is built square, painted white, with vertical black stripes on either side.

When coming from the Eastward, vessels should bring the light to bear W. by N. or more northerly, before running for it; and from the Westward N. by E. or more northerly, in order to clear Green Island and the ledges three quarters of a mile S. by W. ½ W. from the light. When in the entrance of the harbour, with the light bearing N. N. E., two or three cables' length distance, steer W. N. W. for half a mile, to avoid the Nag's Head, bearing W. by N. from the light. The N. E. arm of the harbour affords the safest anchorage. On the 15th July, 1881, an automatic buoy was placed 1⅝ miles outside the lighthouse for the guidance of vessels into the harbour. A magnetic course of N.W. by W. from this buoy takes a vessel through the fairway off the lighthouse into the harbour. This buoy is shown on the chart annexed, but does not yet appear in the Admiralty Chart, No. 2692.

The Company, as Consignees,

Will afford every assistance, and carefully attend to the interests committed to them.

Port Charges.

The port charges at Sydney are; pilotage for vessels of 100 tons $6, and one dollar additional for every 50 tons. Sick Mariners' fees, 2 cents per ton. Harbour Master's fees, $5 for vessels of 700 tons and over. Sick Mariners' fees are paid three times a year, and Harbour Master's fees twice a year.

At Louisburg, they are; Pilotage on steam ships 500 to 1000 tons, inwards $10, outwards $6. On vessels over 1000 to 3000 tons, inwards $12, outwards $8. Winter pilotage from 1st December to 15th April, 50 per cent. additional to the above. When a pilot is not taken, half pilotage rates will be charged. Any vessel arriving within the harbour limits and not signalled by a pilot, shall pay no pilotage.

Testimonials.

The quality of the coal furnished from the mines of the present Company, and of its immediate predecessors, the late Cape Breton Company, has elicited numerous certificates of approval from the captains, engineers, and firms by whom it has been used. As however, they are all of them nearly to the same effect, it would be both tedious and superfluous to refer specially to more than a very few. Five only are therefore appended, as fair samples of the general verdict of the many who have given the Company's coal a trial.

From Captain GEORGE L. ERATT, S.S. Lady Lycett.

November, 1879.

"I am pleased to say that the Cape Breton Company at their pier can bunker coal with as quick a despatch as can be done in the North of England, or at Cardiff. Their appliances are the same for doing so; they can put them in quicker than it is possible to trim them, their coals are of the same quality as Newcastle, and steamers will not consume more of this coal. I am pleased to recommend them.

We have had them two voyages and can testify to the truth of this."

From J. SWINBURNE, Chief Engineer, S.S. "Pouyer Quertier."

London, January 7th, 1880.

"The coal supplied by you at Louisburg I am glad to say has given great satisfaction. We found it very quick to raise steam, while the clinkers from it are of no consequence and easily removed from the bars. The collection of dirt and soot in the combustion chambers was not nearly so great as that from the Welsh coal we had previously been using, inasmuch as we never once had to sweep tubes on the passage from St. Pierre to London, whereas before, this had frequently to be done. I think it equally as good as English coal."

From J. M. BREVIS, Chief Engineer, S.S. "Bedouin."

August, 1880.

"Having used the Reserve Coal supplied by the Cape Breton Company, at Sydney, on our last voyage, I have found them good, no difficuly in getting sufficient steam, with little or no clinker, and not destructive to bars.

Having previously coaled at other mines; I can vouch for the Reserve Mine Coal as being superior in every particular."

From J. CRAWFORD, Chief Engineer S.S. "Minia."

Halifax, 1st May, 1881.

"This is to certify that the Anglo-American Telegraph Company's Cable Repairing Ship "Minia" has been coaled three times from the mines of the Cape Breton Coal Mining Company, Limited, and I have found it to be the best steaming coal I have used this side of the Atlantic. It is clean, very free from clinker, and easy on furnace bars. I may state I have run thirty-six hours without cleaning fires."

From Captain GEORGE L. ERATT, S.S. Lady Lycett.

Louisburg, 18th July, 1881.

Having received orders from my owners on my homeward passage from New Orleans to call at Louisburg, Cape Breton, for bunker coal, I bunkered there. I found it one of the easiest harbours to enter, perfectly safe with good anchorage, land locked. I prefer it to Sydney, being only a distance of two miles from the sea, and 60 miles nearer route to Europe. Fine convenience for loading the coal from a pier, as it runs into the ship from tips, with the same facilities for dispatch in loading as Cardiff or the North of England. Louisburg is one of the finest harbours I have ever been in. Provisions and commodities are very cheap and reasonable. To steamships in want of coal I would recommend Louisburg in preference to Sydney, being only 15 minutes distance from the sea, free from da[illegible]rs."

All further information required will be readily afforded on application to the Secretary of the Company, 43, Lothbury, London; or to their Agent and Superintendent, D. J. KENNELLY, Esq., Louisburg, Cape Breton Island, Nova Scotia.